

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4428.

日五月初一九年九十二精光

WEDNESDAY, DECEMBER 23, 1903.

三拜禮

號三十月二十英港香

\$30 PER ANNUM.

SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,210,000
Head Office:—YOKOHAMA.

Branches and Agencies.
JUKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.
PEKING.
LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARRS BANK, LTD.
THE UNION OF LONDON AND
SMITHS BANK, LTD.
HONGKONG BRANCH.—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
" " " 6 " 4 "
" " " 5 " 3 "
" TARO HODSUMI,
Manager.
Hongkong, 11th September, 1903. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND.—
Sterling Reserve \$10,000,000 \$16,000,000
Silver Reserve \$5,000,000
RESERVE LIABILITY OF PROPTORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. Dickson. N. A. Siebs, Esq.
E. Goetz, Esq. H. W. Slade, Esq.
C. Michelau, Esq. G. A. Tomec, Esq.
H. Schubart, Esq. E. S. Wheeler, Esq.
E. Shellim, Esq.
CHIEF MANAGER:
Hongkong—J. K. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
J. K. M. SMITH,
Chief Manager.
Hongkong, 17th August, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. K. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Paid up Capital £342,374

HEAD OFFICE:—HONGKONG.
Board of Directors:
Chan Kit Shan, Esq. J. Scott Harston, Esq.
Chow Tung Shang, Esq. J. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 12th May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.
BRANCHES:
Calcutta. Hankow.
Tientsin. Tsingtao (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.,
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [16]

TO LET.

N. 1, RIPPON TERRACE in FLATS.

No. 4, RIPPON TERRACE.
No. 15, WONG NEI CHONG ROAD, facing
Race Course.

FLATS in MORETON TERRACE, facing
Pole Ground.
OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER),
GODOWN No. 3A, BLUE BUILDINGS.
GODOWNS: PRAYA EAST.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st December, 1903. [17]

GUARANTY TRUST COMPANY OF
NEW YORK
(AMERICAN BANK).
ESTABLISHED 1864.

PAID UP CAPITAL U.S. Gold
\$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,800,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35 Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARIS BANK, LIMITED.

HONGKONG OFFICE:
4, DES VIEUX ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED:
On Current Accounts at 2% per annum.

On Fixed Deposits:

For 3 months 2½ per annum.

" 6 " 3½ "

" 12 " 4 "

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1903. [18]

INTERNATIONAL BANKING
CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,
GOLD \$7,992,173.37 about £1,640,000.

Silver Reserve \$5,600,000 \$16,000,000

RESERVE LIABILITY OF PROPTORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
Hon. C. W. Dickson. N. A. Siebs, Esq.
E. Goetz, Esq. H. W. Slade, Esq.
C. Michelau, Esq. G. A. Tomec, Esq.
H. Schubart, Esq. E. S. Wheeler, Esq.
E. Shellim, Esq.

CHIEF MANAGER:
Hongkong—J. K. M. SMITH.

MANAGER:
Shanghai—H. M. BEVIS.

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For 12 months, 4 per cent. per annum.

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DEPOSIT at 4 PER CENT. per annum.

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Chief Manager.

Hongkong, 1st May, 1902. [20]

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LIMITED.

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Paid up Capital £342,374

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Tientsin. Tsingtao (Kiautschou).

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H. FIGGE,
Manager.

Hongkong, 1st September, 1903. [22]

TO LET.

CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD. Nice
Houses, 4 Rooms, Bath Rooms, Out-
houses and Verandahs. Only \$40 inclusive
of Taxes.

WILD DELL BUILDINGS, No. 147,
WANCHAI ROAD. Comfortable and Airy
Flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.
Hongkong, 12th September, 1903. [23]

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CHEAPEST HOUSES IN THE COLONY.

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S. A. SETH,
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Hongkong, 12th September, 1903. [24]

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Flats of 2 or 3 Rooms, from \$25 inclusive
of Taxes.

S. A. SETH,
Land and Estate Broker,
Dairy Farm Co., Ltd.
Hongkong, 12th September, 1903. [25]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MANILA, H. G. Lewellen, R.N.R.	Noon, 24th December	Freight and Passage.
SHANGHAI and KOBE	MAGAZON, W. H. S. Hall	About 26th December	Freight only.
(Passing through the Inland Sea)	PALERMO, E. G. Andrews	About 28th December	Freight and Passage.
SHANGHAI	BENGAL, G. Phillips	About 1st January	Freight and Passage.
LONDON, &c.	SIMLA, F. R. Summers	Noon, 2nd January	See Special Advertisement.
SINGAPORE and BOMBAY	TIENISIN, H. W. Kendrick, R.N.R.	About 6th January	Freight only.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 22nd December, 1903.

The great food-value
of Bovril is known and appreciated by those to
whom strength and endurance are a vital necessity,
such as business-men, travellers, explorers,
athletes, military and naval officers, etc. Bovril
represents sustenance, nourishment and stimulus
in the most condensed and most convenient form.
Bovril is the very embodiment of strength.

JAPAN

COALS.

THE MITSUI BUSSAN KAISH (MITSUI & Co.)

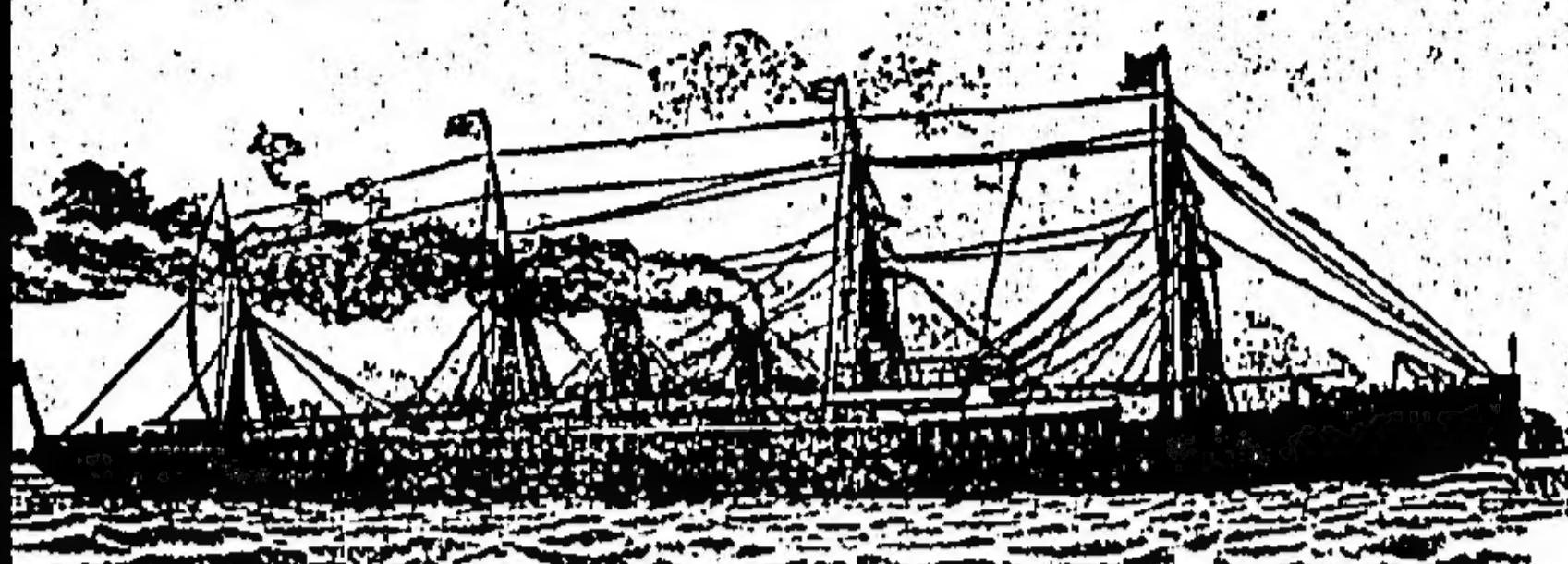
HEAD OFFICE:—, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Singapore, Sourabaya, Manila, Am
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,
Yokosuka, Nagoya, Osaka, Kobe, Maidaura, Kuray, Shimonesaki, Moji, Wakamatsu,
Karatsu, Nagasaki, Echizen, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).
CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the St
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail
Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; a
SOLE AGENTS for

Mails.

U.S. MAIL LINES.

CIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.C PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;PROPOSED SAILINGS FROM HONGKONG.
KOREA 11,276 Gross Tons, SATURDAY, 26th December, at Noon.
AELEG 4,205 " " SATURDAY, 2nd January, 1904, at Noon.
HONGKONG MARU 6,377 " " SATURDAY, 9th January, at Noon.
CHINA 5,060 " " SATURDAY, 19th January, at Noon.
ORIO 4,783 " " FRIDAY, 29th January, at Noon.
NIPPON MARU 6,307 " " SATURDAY, 6th February, at Noon.
IBERIA 11,284 " " SATURDAY, 13th February, at Noon.
OPTIC 4,352 " " TUESDAY, 23rd February, at Noon.
AMERICA MARU 6,307 " " WEDNESDAY, 2nd March, at Noon.cord Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-
202; 10 days, 15 hours.

P.M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 26th instant at Noon, taking Freight for the United States, and Europe. Passengers are allowed to break their journey at any point.

Passenger Tickets granted to England, France and Germany by all trans-Atlantic Steamer, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, N PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting lines, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials in Asia, and to European Officials in the Service of the Governments of China and Japan.

UNITED STATES and CANADIAN POINTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, Consular and Diplomatic Officials of the Governments of China and Japan, through Bills of Lading issued for transportation to Yokohama and other Japan Ports, San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, via, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by Companies' and connecting Steamers.

FEATURES OF THIS LINE.

The largest and steadiest passenger ships on the Pacific. Southern Route: passengers enjoy out-door throughout; deck bathing. The call Oahu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building, Hongkong, 18th December, 1903.

J. STUART THOMSON, Acting Agent.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

PRESS Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

S. "EMPEROR OF CHINA" ... 6,000 Tons WEDNESDAY, 13th January, 1904.
"ATHENIAN" 3,882 " " WEDNESDAY, 27th January.
"EMPEROR OF INDIA" 6,000 " " WEDNESDAY, 10th February.
"TARTAR" 4,445 " " WEDNESDAY, 24th February.
"EMPEROR OF JAPAN" 6,000 " " WEDNESDAY, 9th March.
"EMPEROR OF CHINA" 6,000 " " WEDNESDAY, 30th March.
"EMPEROR OF INDIA" 6,000 " " WEDNESDAY, 20th April.
"ATHENIAN" 3,882 " " WEDNESDAY, 27th April.
"EMPEROR OF JAPAN" 6,000 " " WEDNESDAY, 11th May.

The magnificent "EMPEROR" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO COVIER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving 22 DAYS to a WEEK in the Trans-Pacific journey, and make connection at Coover with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers from Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD, in tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, and none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL LINNS (the Company having received the highest award for same at Chicago World's Fair), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Itines of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIALEISCHER FRACHTDAMPFER DIENST.

Carrying Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIQUE PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS. SAILING DATES.

HAMBURG HAVRE and HAMBURG. 30th Dec. Freight.

VOIA (Calling at SINGAPORE and PENANG) ROTTERDAM and HAMBURG. 10th January. Freight and Passengers.

BRIA (Calling at SINGAPORE) HAVRE and HAMBURG. 15th January. Freight.

DZBURG (Calling at SINGAPORE and COLOMBO) HAVRE, BREMEN and HAMBURG. 28th January. Freight and Passengers.

ESIA (Calling at SINGAPORE and PENANG) HAVRE and HAMBURG. 6th February. Freight.

BONN (Calling at SINGAPORE and COLOMBO) NEW YORK. About end of December, beginning of January.

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 24th December, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 tons. Captain H. D. Jones.
"POWAN" 2,138 " G. F. Morrison, M.R.N.
"FATSIAN" 2,100 " A. A. D. X. N.
"HANKOW" 3,073 " C. V. V. D.
"KINSHAN" 1,860 " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5.30 P.M. (Sunday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons. Captain W. E. Clarke.

Departures from Hongkong to Macao daily at 2 P.M. (Sunday excepted).

Do. from Macao to Hongkong daily at 8 A.M. (Sunday excepted).

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,19 tons. Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AN & MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons. Captain B. Branch.

"NANNING" 563 " C. Butchart.

"TAK HING" 618 " R. D. Thomas.

Departures from Canton and Wuchow about five times every week. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD

Hongkong, 7th November, 1903. [1527e]

JAVA-CHINA-JAPAN LIJN.

HEAD AGENT: R. BISSCHOP,
3, DUDDELL STREET,
HONGKONG.REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS via MACASSAR.	January 10	SHANGHAI, KOBE and YOKOHAMA.	January 12
TJILATJAP	KOBE and YAHANA.	Second half of December	S'PORE, JAVA PORTS and MACASSAR.	Second half of December
TJIMARI	Do.	First half of January	Do.	First half of January

The Steamers are all fitted throughout with Electric Light, and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

THE HOLLAND-CHINA TRADING CO.

Telephone No. 201. Hongkong, 30th November, 1903. [1163e]

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL ATTENTION.

FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

ORIENTAL COSTUMES AND FANCY DRAPERYES FURNISHED.

WORK GUARANTEED TO BE THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and Lofti Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

For Terms, apply to

THE MANAGER. [1330e]

Hongkong, 1st November, 1903.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned being Sole Agents for

DR. AUER VON WELSBACK Co., VIENNA.

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & CO.

CONNAUGHT HOUSE.

954e]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 876.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).
Yokohama, May 11th, 1903. [573e]

EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November



ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,
LIMITED.

PORT

Per doz. Per bot.

B.—OLD VINTAGE, super-

for quality, Red Capsule \$16.00 \$1.40

C.—FINE OLD VINTAGE

superior quality, Black

Seal Capsule 20.00 1.70

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PROMPT RETURN.

Hongkong, 29th August, 1903.

[72d]

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A. B. C. Code, 4th Edition.

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Lieben's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

[355]

THE Beer to drink in the tropics is the Beer
made in the tropics—SAN MIGUEL.

NOTICE
All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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FOLLOWING the recent discovery of a submerged wreck in Barkley Sound, British Columbia, supposed to be that of the lost British warship *Cordova*, the British cruiser *Grafton* has been ordered to make investigations.

A COLONIAL Exhibition will be held in Mar-selles early in 1904. The Governor-General of French Indo-China has appointed M. Baillé, ex-mayor of Hanoi, Commissary-General for the Indo-Chinese section.

THE Hill's World's Entertainers open their short season, in Hongkong, this evening, with a lengthy programme of attractive items. We understand that booking has been brisk, and full houses should result during the holiday season.

M. Kawasaki, vice-president of the Kawasaki Dockyard Co., and Mr. Yasumoto of the same company, are at Bangkok at present, negotiating for the construction of a yacht for the Siamese Crown Prince. Might not the Hongkong Dock Co. put in a tender as well?

TIENTSIN sends to the *Asahi Shimbun* a statement that the Russians in Tibet are building fortresses to oppose the progress of the British expedition and are moving a force westward with the same object. If this news were credible, the expansion of Russia's military horizon would be very remarkable.

A SPECIAL wire printed in the *Kobe Chronicle* states that Herr von Brandy, formerly German Minister at Peking, writing in the *Neue Freie Presse*, comments on the indecision apparent in Russia's Far Eastern policy. He expresses the opinion that Japan is better prepared and better equipped for war than Russia, and criticizes the masterly inactivity of the English Government.

THE Consul-General for the Netherlands courteously informs us that ships or vessels arriving in Netherlands-India from Hongkong are no longer subject to quarantine, the port of Hongkong being declared to be not longer infected with plague. The prohibition of importation of some articles is also concealed so that all goods can now be imported into Netherlands-India.

AN official telegram dated December 8th from Taipei, Formosa, states that the garrisons at Bansho-ryo marched to the frontier of Boshia where they destroyed twelve sheds of the aborigines and killed three men. They seized 14 rifles, 15 swords and a quantity of bows, arrows and sundry goods. A policeman was killed and two coolies injured. The aborigines retired to Tou-shi-sha where they are strongly opposing the Government force. A movement to attack them commenced the previous day.

By kind permission of Major Radcliffe and officers, the Band of the 93rd Burma Infantry will play the following programme of music, at the King Edward Hotel, during dinner, on Thursday, the 24th instant (Christmas Eve) instead of Friday, as usual.

March—The Washington Post...
Laurel—A Country Girl...
Selection—Reminiscences of Scotland...
Selection—The High Ages...
Selection—The Gibson...
Value—The Blue Danube...
Mazurka—Slavonic Dance...
Kurdy Kley—God Save the King.

A NAGASAKI merchant who recently purchased the sunken steamer *Tsuruhiko-maru*, which founded with the loss of many lives off Goto Island, near Nagasaki, in October 1901, has commenced breaking up the steamer. The merchant has already raised sufficient in hull plates and cargo to cover the price paid for the steamer (\$2,000), which at the time she sank carried two locomotive engines and a large amount of chopped silver yen, in addition to general cargo. The vessel was abandoned by the company with which it was insured.—*Kobe Chronicle*.

News from Peking to the *Jiji Shimbun* affirms that with respect to the recently reported intervention of the French Representative on Russia's behalf there are two parties in the Chinese capital, one, the strong party, led by Ku Fung-ki. It is further stated that the Vice-Minister of Foreign Affairs, Lien Fang, is in daily communication with the Wai-wu-pu, and that a belief prevails in diplomatic circles in Peking that a secret treaty is being negotiated, China having become suspicious and alarmed owing to the long delay in the negotiations between Japan and Russia.

THE fine new vessel for the Nippon Yusen Kaisha, the *Nikko-maru*, was taken out for a trial trip on Thursday with results which are once a credit to her builders, the Mitsubishi Co. and a source of satisfaction to her owners. The speed she attained over the measured mile was 17.76 knots, and this was easily maintained. The *Nikko-maru* will be formally handed over to the Nippon Yusen Kaisha about the end of this month, and will be taken up to Yokohama. From that port she will make her maiden trip to Australia, sailing about the middle of January. The fitting of the vessel is proceeding space.

THE Band Performance on the New Parade Ground will be discontinued until further notice.

The *Hongkong Telegraph* will not be published on Christmas Day, and an early edition will be issued on Saturday.

THE latest report concerning Sir Frank Swettenham, says the *Malay Mail*, is that he will return to the Straits for a further period of two years.

BARON Kodama had a long interview with Admiral Yamamoto, Minister of the Navy, on the 14th inst., and subsequently saw Admiral Ito, Chief of the Naval Staff Office.

BY the courtesy, and with the permission of the Hon. W. Chatham, Director of Public Works, we give to our readers, in a special supplement with this issue, a half-tone illustration of the west elevation of the proposed new Law Courts of Hongkong, as designed by the well-known architects to the Colonial Office, Messrs. Aston Webb and E. Ingress Bell, of 19, Queen's Anne's Gate, London.

THE Beer to drink in the tropics is the Beer made in the tropics—SAN MIGUEL.

objects, stolen by a gang of armed bandits on the 25th ultimo from two houses in the village of Taitong. The mining goods were found by the police in the house of prisoner in the village of Ping-ku. It was probable that prisoner was a member of the gang, but there were only women present when the crime was committed, and these were so terrified that they have been unable to identify accused. The robbers got into the first house, the only occupant of which was a sleeping woman. They seized everything of value they could lay hands upon, and then ransacked the house next-door. The total value of the objects stolen was from \$60 to \$70. Six days later nearly all the missing property was found by the police in the house of the prisoner. At the Magistracy, Chan Sui made a statement, amounting to an admission of the crime on which he was now charged. He said he knew the man brought the stolen property to his house. Evidence was then given by the people who had been robbed and the police officers who found the missing goods, and arrested the prisoner. The jury, without retiring, returned a verdict of guilty and His Lordship passed a sentence of two years' imprisonment with hard labour.

The Court then adjourned *sine die*.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon in the Council Chamber. Present:—His Excellency the Officer Administering the Government F. H. May, C.M.C., H.E. Major-General Villiers Hatton, C.B., (Officer Commanding the Garrison), Hon. A. M. Thompson, (Acting Colonial Secretary), Hon. Sir Henry Spencer Berkeley, Kt. (Attorney-General), L. A. M. Johnston (Acting Colonial Treasurer), Hon. Basil Taylor, R.N. (Acting Harbour Master), Hon. W. Chatham, (Director of Public Works), Hon. Sir C. P. Chater, C.M.G., Hon. Dr. Ho Kai, C.M.G., Hon. Wei Yuk, Hon. Gershon Stewart, Hon. H. E. Pollock, K.C., and Mr. R. F. Johnston (Acting Clerk of Councils).

MINUTES.

The minutes of the previous meeting were read and confirmed.

FINANCIAL.

The Acting Colonial Secretary laid on the table Financial Minute No. 66 and moved that it be referred to the Finance Committee.

The Acting Colonial Treasurer seconded, and the motion was carried.

PAPERS.

The Acting Colonial Secretary laid on the table a report of work done by the plague staff from 22nd August to 6th November, 1903; a preliminary report on a cattle disease in the Colony; and the following statement under the Public Health and Buildings Amendment Ordinance:

DEFINITION OF "EXTERNAL AIR" RECOMMENDED BY THE SANITARY BOARD.

Section 6, Sub-section 26.—"External air" means the clear and unobstructed open air of:—(1) any street in front of an existing building which is not less than 8 feet in width throughout. (2) any street in front of a building hereafter erected which is not less than 13 feet in width throughout. (3) any open space in the rear of any building which is not less than 13 feet in width throughout. (4) Any open space at the side of any existing building which either:—(i.) extends continuously along the side of such building and has a continuous width of at least eight feet in every part; or else, (ii.) extends continuously along three-fifths of the side of such building and has a continuous width of at least twelve feet in every part of such three-fifths; any open space at the side of any building hereafter erected which extends continuously along three-fifths of the side of such building and has a continuous width of at least twelve feet in every part of such three-fifths.

For the purpose of measuring the width of such street or space, a straight line shall be drawn from end to end at right angles to the external surface of the front, back or side wall as the case may be, or, in the event of any structure projecting from such wall from end to end at right angles to the outermost portion of such projecting structure exclusive of any cornice or eaves gutters.

STATEMENT SHOWING THE VOTING ON EACH PARAGRAPH OF THE DEFINITION.

Paragraph (1)—*For*:—Mr. Lau Chu Pak, Mr. Pollock, Mr. Rumjahn, and Mr. Hewitt. *Against*:—The President, The Vice-President, and Colonel Webb.

Paragraph (2)—Carried unanimously.

Paragraph (3)—*For*:—The President, The Vice-President, Colonel Webb, Mr. Pollock, and Mr. Hewitt. *Against*:—Mr. Rumjahn, and Mr. Lau Chu Pak.

Paragraph (4), (II) and (III).—*For*:—The President, Mr. Lau Chu Pak, Colonel Webb, Mr. Pollock, Mr. Rumjahn, and Mr. Hewitt. *Against*:—The Vice-President. The Board's recommendation by the definition inserted in the Bill, hon. members would see by comparing the Ordinance as passed into law with the recommendation of the Sanitary Board they were absolutely and entirely different in substance one from the other. It was not a question of whether the exact language, words, expression, or phrase of the majority of the members of the Sanitary Board was adopted; there was a complete divergence in substance.

H. E. regretted very much any misunderstanding in the matter, and thought he might perhaps assist to a better understanding of the question if he stated briefly the policy that the Government had followed and intended to follow in future in regard to amending the Public Health and Buildings Ordinance. When that very voluminous measure was passed the Government practically undertook that for some years to come it would not introduce any fresh sanitary legislation if it could possibly avoid doing so. Therefore, in the amending Bill, passed by Council, at the last meeting, only such amendments as were absolutely necessary were made in the principal Ordinance. The amendment of the definition of "external air" took the form of merely verbal alteration of the original definition which was found in the principal ordinance. That definition had not been found to be unworkable, and it was not anticipated that it would be found unworkable, because the principal ordinance gave the Governor-in-Council absolute discretion of granting exemptions for buildings which did not comply as regards external air with the definition in the Ordinance. Therefore, the Governor-in-Council

could, really, allow anything at all to be regarded as external air. The amendment of the definition must not be taken to indicate that the Government was taking up a different position from that which it took up when it passed the principal ordinance. Every application for exemption from the provisions of the Ordinance regarding external air would receive the just and impartial consideration of the Governor-in-Council, and he assured hon. members that the mere fact of the definition having been amended was merely to make clearer the meaning that the Government had in its mind when the principal ordinance was passed. It did not indicate a change of policy, and the community and members of Council might rest assured that no hardship would be imposed under the amending ordinance that would not have been imposed under the principal ordinance. The position practically remained precisely the same as it was under the principal ordinance. He took it the hon. member withdrew his motion.

Hon. Pollock:—No, sir, I think must leave my motion formally on the records. I should like, with your Excellency's permission, to mention one point.

H. E.:—I am afraid you are out of order. You have spoken twice.

Hon. Pollock:—I think, sir, I might explain here, now. It will only involve my writing to the newspapers to explain. There was no omission on my part.

H. E.:—The motion can stand in your name.

The Attorney General:—You have got what you asked for.

A PUBLIC NUISANCE.

The Hon. Pollock asked the following question, of which he had given notice:—Does the Government propose to take any, and, if so, what steps to prevent the public latrine near the No. 3 Police Station from continuing to be a nuisance to persons passing along the Queen's Road East?

The Acting Colonial Secretary replied:—The Government has already taken steps to remove the cause of the complaints made. The door at Queen's Road end has been permanently closed and the side windows have also been permanently closed. A ventilating shaft with an electric exhaust fan has been installed.

WORK ON THE PRAYA.

He also asked: What is the object of raising the roadway of the Praya East? Who is paying the cost of such work?

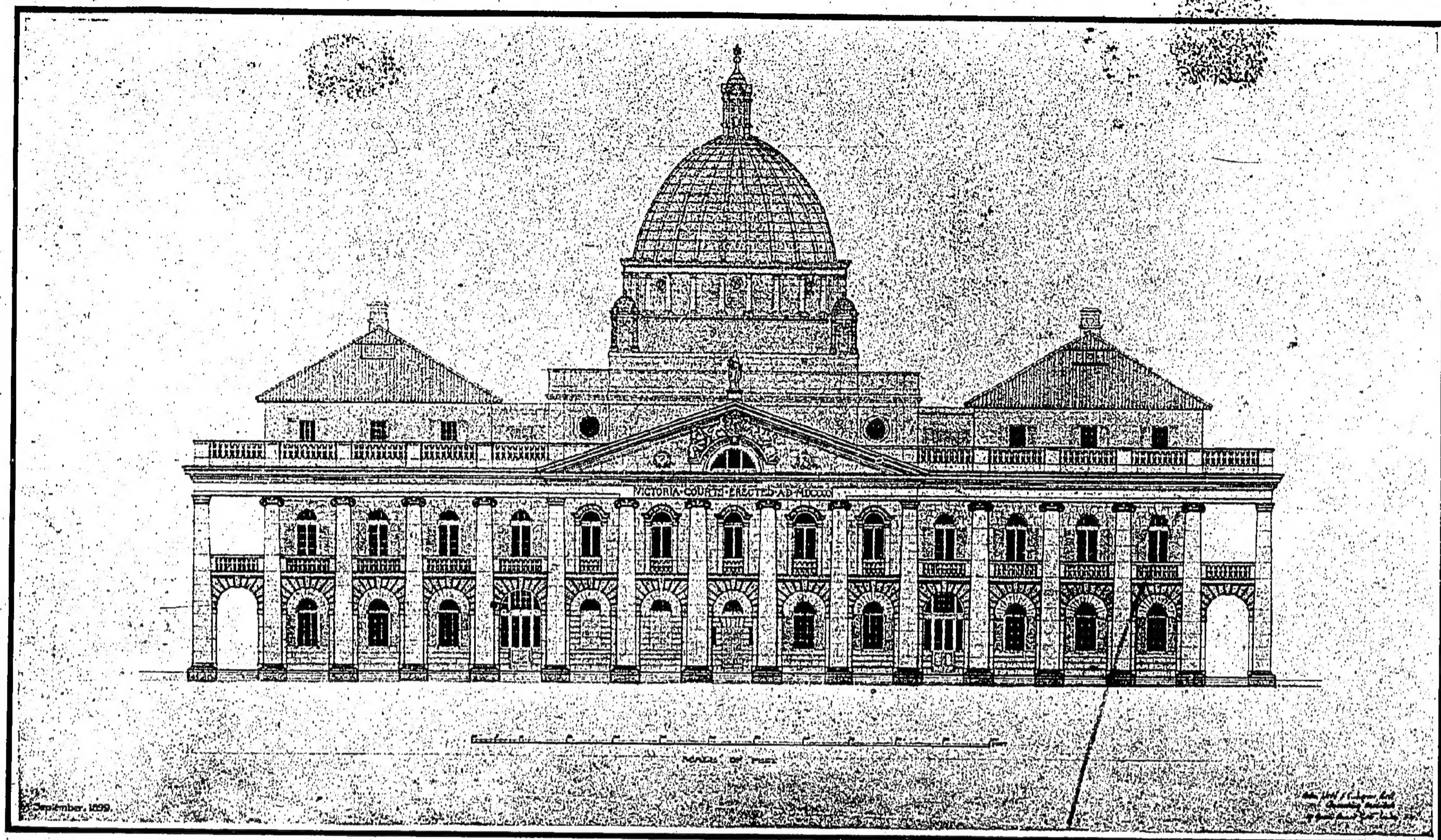
The Acting Colonial Secretary replied:—Before the Praya East Reclamation can be carried in hand the existing Praya roadway must be raised so as to enable the drains and sewers to be brought up to such a level that they can be extended out to the new Praya front. If the electric tramway lines were laid along the existing Praya the public would be put to great inconvenience later on, as the tramway traffic would be seriously interfered with by the raising of the roadway and the laying of the lines. The cost of the work, which is being done under contract, is debited to an advance account and will be recovered in due course from the new Praya Reclamation Fund when that Fund is established. A vote was taken for the work on the 10th August last.

THE RIDER MAIN SYSTEM.

Hon. Pollock asked the Hon. D. P. W.:—Have any, and, if so, what steps been taken by your Department in connection with the introduction of the Rider Main System into the City of Victoria? By what date do you anticipate that the Rider Main System will be in proper working order throughout the City of Victoria? What grounds have you for that anticipation?

SUPPLEMENT TO THE HONGKONG TELEGRAPH

THE NEW LAW COURTS



September, 1909.

PHOTO BY C. W. CLARK

4, ICE HOUSE STREET, HONGKONG.

PROPOSED NEW BUILDINGS - WEST ELEVATION

DESCRIPTION OF THE BUILDING.

Since the laying of the foundation stone of the new Law Courts by Sir HENRY BLAKE on the 12th November last, there has been renewed activity on the vacant land lying between the Queen's Statue and the City Hall, and the outline of the buildings can now be readily traced by means of the brick walls which are daily increasing in height. The building, consisting of the new Law Courts, Land Offices, etc., will, when completed, form a very valuable addition to the architecture of the city, and one of the finest erections in the Colony, the beauty and skill portrayed in the design being far in advance of anything to which we have been accustomed. The style that has been adopted is, as might be expected, purely classic in feeling, following the English school and with details of a Greek character. The site lies between Des Voeux Road and Chater Road, and is adjacent to the Cricket Ground on the west side. The designs of the buildings were prepared by Messrs. ASTRON WOOD, R.A., and E. INGRESS BELL, F.R.I.B.A., of 19, Queen Anne's Gate, London, the Consulting Architects to the Government of Great Britain; and the work is being carried out under the supervision of Mr. H. A. FISHER, A.R.I.B.A., of the Public Works Department, Hongkong.

The ground floor of the structure will be occupied by various offices for the officials of the Courts, including spacious apartments set aside as Land Offices, and separate rooms for the Registrar, the Deputy Registrar, and their respective clerks, and also for the Bailiffs. On this floor also is a Prisoners' Receiving Room with a separate entrance, and cells in connection, while special staircases leading to the docks of the large and small Courts on the floor above will be provided. There are two large entrances for the general public, both on the west side of the building, and these communicate with the several offices by means of spacious corridors. Access for the public to the first floor is provided by two wide staircases, and on the east side is an entrance for the Registrar and other officials, and a separate doorway for the use of the Judges.

A lift, which will be worked by electrical power, will be used in addition to a private staircase, for the convenience of the Judges and other officials who may be engaged on the upper floors. The official portions of the building throughout are carefully kept distinct from those to which the general public have access.

On the ground floor ample accommodation is also provided for the safe custody of official records.

There is a small basement in which are situated the furnaces, boilers, etc. for the heating of the building, which will be on a hot water system at low pressure, with radiators in all rooms and corridors. The system is arranged in four separate sections in order that only such portions of the building as are necessary need be warmed at any one time.

The large Court is placed in the centre of the first floor and is surrounded by the smaller rooms and corridors, so that no sound from outside the building may penetrate while the Court is sitting. This is a large and lofty apartment lighted by means of four large semicircular windows placed high up, each being twenty-eight feet in diameter, and four small circular windows. Ample space is provided for members of the legal professions, for the jury, witnesses, reporters, &c., as well as the usual accommodation for the Judge and prisoners, and a considerable area is also reserved for the use of the public.

There will be four pairs of massive granite columns ranged along the walls supporting the large dome above, and these will add much to the handsome and imposing appearance of the Court. The height of this chamber, from the floor to the ceiling of the dome, will be forty-eight feet.

There is a smaller and commodious Court on this floor on the north side of the large Court, from which it is separated by a wide corridor, and is well lighted by casement windows opening on to the colonnade. This is for the use of the Puisne Judge.

The south end of the same floor is occupied by a spacious Library for the use of the Judges and officials, which is also in communication with the colonnade. The Library is surrounded by a wide overhanging gallery.

On the same level is a large number of rooms grouped around the Central Court, and set apart for the use of counsel and solicitors, while waiting rooms for witnesses and consultation rooms for the convenience of litigants are also provided, in addition to separate retiring rooms for each of the Judges, besides the Jury room, and efficient lavatory accommodation is provided throughout.

The second floor, reserved for officials of the Court, is gained by a continuation of the officials' staircase from the ground floor, and by the lift. Here are situated large offices for the accommodation of the Attorney General, the Crown Solicitor, and their respective staff of clerks, and a considerable space is set apart for the storage of books, etc.

The internal walls are to be built of red bricks, while the main piers supporting the dome and some other portions will be of granite. The external walls are to be faced in

with concrete flats, and over the centre of the building a large dome of some forty feet span is cleverly placed on four massive granite piers. These are connected by heavy arches of brickwork in cement from which springs the inner dome, forming the ceiling of the large Court. Above this again rises the drum of the external dome, consisting of granite faced walls supported on steel framing and surrounded by detached columns. From the base of the drum eight steel trusses spring, supporting the stone lantern at the top, and which are united on their outer surface with steel framing filled in with concrete, and covered externally with cast granolithic slabs, forming the outer surface of the dome.

Internally, the walls of the various rooms will be finished in plaster, and there will be glazed tile dados to all lavatories and corridors. The ceilings will be ornamented in plaster, which will be formed with asbestos where necessary for protection from fire. The floors throughout, except to lavatories, will be finished with hardwood blocks laid in preservative composition, and the lavatories are to be paved with ornamental tiling. The staircases will all be constructed in granite, with ornamental wrought iron balusters and polished wood handrails. The joinery throughout is to be in teak, and has all been specially designed for the building.

The whole of the interior of the building will be amply lighted by means of electric glow lamps, and great attention has been given to the warming and ventilation of each of the several apartments.

The principal elevation of the structure is to face towards the west, and will consist of a single Ionic order, some forty-five feet in height, forming fifteen bays with attached columns and square angle piers. The piers are interconnected by semicircular arches supporting the floors of the colonnade above with ornamental balustrades and moulded copings, all in granite. Between the piers and the main walls on the ground floor is a wide colonnade entirely surrounding the building except for a small portion on the east side. This colonnade is spanned by a series of semi-circular arches which support the walls and floors above. The upper colonnade runs round the greater part of the first floor, above which is a balcony to the second floor, access to both being afforded by folding casement doors. The colonnades will be finished with finely punched granite walls and arches, and tessellated pavements. The central portion of the west elevation is surmounted by a pediment containing one semicircular opening, around which are grouped the Royal arms, and the whole is crowned by a statue of Justice, standing nine feet high. Behind this pediment rises the square base of the central dome, which is terminated at each angle by a graceful pinnacle built of granite. From this base the drum of the dome ascends, consisting of a circular Doric order, the intercolumnar spaces being pierced with windows. Above this rises the graceful outline of the dome, the whole being surmounted by a handsome granite lantern, terminating, at a height of over one hundred and thirty feet from the ground, in a boldly carved Tudor crown.

The elevation on the north, south and east sides will be similar in character to that on the west, but without the pediment, each facade being finished with a parapet wall and granite balustrade.

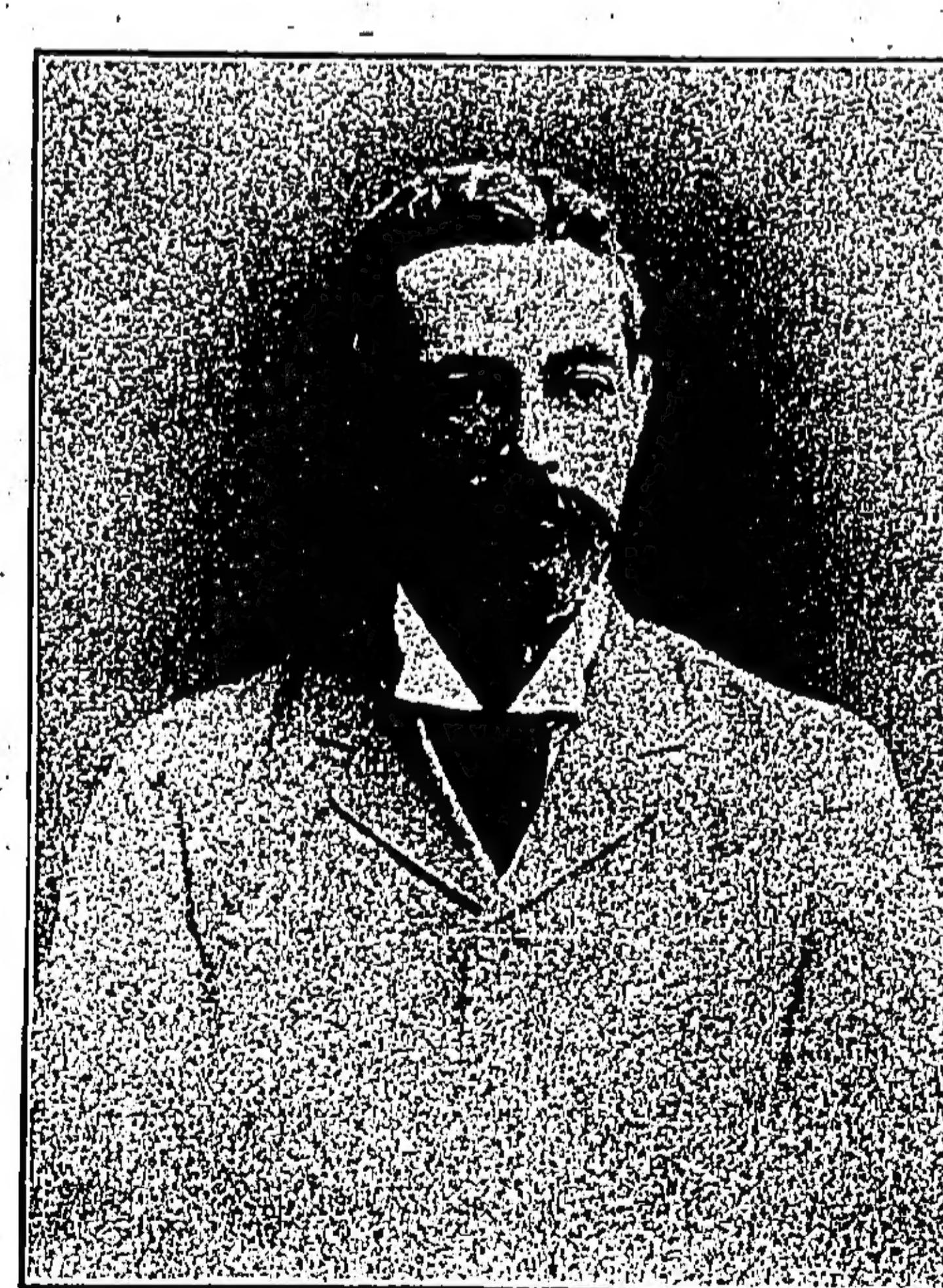
The foundation stone, a fine block of Chinese granite, which was laid by H. E. Sir H. A. BLAKE last month, bears the following inscription in gilt letters:

THIS STONE WAS LAID
on the 12th November, 1903,

by
His Excellency
SIR HENRY ARTHUR BLAKE, G.C.M.G.,
Governor of Hongkong.

WILLIAM CHATHAM, M. Inst. C.E.,
Director of Public Works,
Architects.

CHAN TONG,
Contractor.



HON. W. CHATHAM, M.I.C.E.

Director of Public Works,
Hongkong.

finely punched white granite, all of which is being carefully selected for the purpose. The whole building will be of fireproof construction, and has been designed with a view to efficiently withstanding the ravages of white ants. The floors throughout are formed in concrete and steel, all the metal being well protected by casings of concrete and asbestos plaster. The Small Court and Library will be covered with red tile roofs; the smaller rooms and corridors

TELEGRAMS.

(Reuters.)

The Situation in the Far East.

LONDON, 21st December.

The papers generally recognize the gravity of the situation and the possibility of Great Britain becoming involved. The *Morning Post* says Great Britain ought to be ready for all eventualities. A Russo-Japanese war would involve Great Britain in serious responsibilities to meet which preparation is needed.

To-day's information from the Far East shows that the situation remains critical. Japan now proceeds to request a reconsideration of the Russian proposals, which if granted will be followed by further negotiations.

Commodore Robinson Promoted.

Commodore Robinson, H. M. S. *Tamar*, has been promoted to the rank of Rear-Admiral.

Chinese Labour in South Asia.

At a mass meeting in Cape Town it was resolved to condemn energetically Chinese labour.

LATER.

The Kaiser at Hanover.

A speech by the Kaiser at a military celebration in Hanover, in which he declared that the Hanoverians and Blucher saved the English from destruction at Waterloo, has evoked great irritation in England.

THE VOTE OF CENSURE IN THE MIKADO'S ADDRESS.

EXPLANATION BY MR. KONO.

PRESS OPINION.

Mr. Kono, the President of the House of Representatives, who drafted the remarkable and unusual Address in reply to the Imperial Message, which was the direct cause of the dissolution of the Diet on the 11th inst., is now the chief object of public attention.

It is stated in the *Kobe Chronicle* that Mr. Kono took the course he did with deliberation and a full sense of responsibility, being resolved to resign the presidency of the House and also his membership of the House should the Address be rejected. Mr. Kono had even drawn up his papers of resignation. He is reported to have stated to a personal friend that he had firmly resolved to refuse to allow the reply to be again opened to debate. Had the motion to reconsider it been carried by a large majority, it was his intention immediately to resign the presidency and also his membership for having, as he explained, disturbed the Imperial mind by submitting such a reply. Mr. Kono accepts all responsibility for the document. In an interview with the Tokyo representative of the *Asahi*, the late President said he had long disapproved of the custom by which the Address in reply to the Imperial Message was made a mere formality. He desired to introduce an innovation and include in the reply the sentiment of the House, and when he was nominated he put this view into practice.

On the 8th instant, Mr. Kono continued, he met Messrs. Ozaki (Mayor of Tokyo), Mr. Akiyama (proprietor and editor of the *Nikoku*), and two other prominent men, and consulted with them on the formation of an alliance of the Opposition parties. A proposal was then made to include the opinion of the House in the Address in reply to the Imperial Message. Mr. Kono, however, deliberately opposed the proposal, as he had already himself secretly decided to frame a reply in the sense, and if the matter was discussed by others he feared the secret would be divulged. He alone was responsible for the departure from the old usage.

The *Nippon* strongly approves the course taken by the House, and urges that it should be followed by an address of impeachment of the Ministry, to be presented to the Emperor, in order that the Cabinet may be overthrown for deceiving the whole nation. Our contemporary holds that the remarkable reply of the House to the Imperial Speech, which might otherwise have caused a stormy debate, was well-engineered. It was carried unanimously, and it was an expression of the opinion of the nation.

The *Yomiuri* also warmly applauds the Address, and points out that the proceedings of the House of Representatives on Thursday last were unprecedented in many respects—that the reply contained an impeachment of the Government, that the address of impeachment was carried unanimously, that the reply was drawn up by the President of the House who was elected to that office by an unprecedented majority, and finally that the reply was carried by the unanimous vote of the House. There has been no precedent for such proceedings in the past, and the incident may not have its equal in the future.

Naturally, the *Kokumin*, a Government organ, strongly condemns the whole affair, while it describes the course taken by the Opposition as highly disrespectful to the Throne, abominable in the extreme, and a specimen of the shabby and secret intrigue by which the character of the House has been destroyed.

THE HONGKONG HIGH-LEVEL TRAMWAYS CO., LTD.

ANNUAL MEETING.

The nineteenth ordinary general meeting of the shareholders in the Hongkong High-Level Tramways Co., Ltd., was held at the Registered Office of the Company, 38 and 40, Queen's Road Central, at noon to-day for the purpose of receiving the report of the general managers together with a statement of accounts for the year ending 30th November, 1903. There were present Messrs. Hart Buck (chairman), Henry Humphreys, C. Ewens, A. H. Mancell, G. Murray Bain, R. K. Leigh, W. H. Gaskell, J. A. Tarrant, J. M. Wong, and J. L. Cotton (secretary).

The notice convening the meeting having been read,

The Chairman said:—Gentlemen, as you have doubts seen the report and statement of accounts I will with your permission consider them a read. I am pleased to say that our business during the last financial year has been as good as before and that we are in a position to pay an increased dividend. The improvements to the station at the Upper Terminus have been completed and have given general satisfaction. As you are of course aware our capital—\$125,000—does not in any way represent the value of our property; in fact, if at the present time we were to construct a similar line with the same kind of building at the various stations, I think we should require a capital of at least \$500,000, which would naturally reduce our present substantial dividend to a comparatively insignificant one. I might add that in view of the fact that almost all the building sites in the Peak district are now built upon we must look to the visitor passing through the Colony for any future improvement in our returns. Before moving the adoption of the report and statement of accounts I shall be pleased to answer any questions.

There being no question the Chairman proposed that the report and account as presented be adopted and passed.

Mr. Murray Bain:—Gentlemen, I have great pleasure in seconding that proposition. I think shareholders, generally, will agree that the company is in a very good position financially, and in every other way. The General Managers deserve great credit for the way in which they have managed the business during the past year.

The motion was carried.

CONSULTING COMMITTEE.

On the proposition of Mr. H. Humphreys, seconded by Mr. Mancell, Mr. C. Ewens, the Hon. C. W. Dickson, and Mr. R. K. Leigh were re-elected to the consulting committee.

AUDITORS.

The Chairman proposed, Mr. R. K. Leigh seconded, and it was agreed that Messrs. W. H. Gaskell and Gaskell be re-elected auditors.

The Chairman:—That, gentlemen, concludes the business of the meeting. Dividend warrants will be ready after three o'clock to-day. Thank you for your attendance.

REPORT.

The following is the report and accounts at the meeting:—

To the shareholders of the Hongkong High-Level Tramways Co., Ltd.

Gentlemen.—We beg to lay before you the report and statement of accounts for the year ending 30th November, 1903.

The net profits for the twelve months, after paying charges and all running expenses, and making provision for auditors' fees, amount to \$41,315.66

To which has to be added the balance brought forward from last account

3,890.13

\$45,205.79

And from this has to be deducted remuneration to general managers (% on gross earnings)..... 4,380.39

Leaving available for appropriation \$40,825.40

Your general managers and consulting committee recommend that a dividend of \$2 per share be paid to shareholders, absorbing \$25,000; that \$5,000 be written off rolling stock, and \$1,541.82 off stations and shelters; that \$5,000 be transferred to permanent reserve, and the balance, viz., \$4,283.58 be carried to new profit and loss account.

CONSULTING COMMITTEE.

Mr. J. Orange having resigned, Mr. R. K. Leigh was invited to fill the vacancy, and accepted a seat on the board. In accordance with rule 15 of the Company's Articles of Association, the present members, Mr. C. Ewens, the Hon. C. W. Dickson and Mr. R. K. Leigh retire, but, being eligible, offer themselves for re-election.

AUDITORS.

In the absence of Mr. Fullerton Henderson from the Colony, the accounts have been audited by Mr. W. H. Potts and Mr. W. H. Gaskell. Mr. Potts and Mr. Gaskell offer themselves for re-election.

JOHN D. HUMPHREYS & SON
General Managers.

Hongkong, 12th December, 1903.

BALANCE-SHEET.

For the Year ending 30th November, 1903.

Liabilities.

Capital account: 1,250 shares of \$500

each, fully paid up \$25,000.00

Permanent reserve fund 25,000.00

Unclaimed dividends 3,000.00

Local and General liabilities 6,063.30

Profit and loss: brought forward \$ 3,890.13

Profit and loss: for cur. rent year 41,315.66

\$45,205.79

\$201,606.09

Assets.

Permanent way, concession and

order of grant as per last account \$125,000.00

Stations, Crown leaseholds and buildings (Inland Lots, 1,312, 1,332,

1,333, 1,334, 1,335, 1,336, and R.

B. Lot 80) 54,182.25

54,182.25

Rolling stock	27,952.99
Furniture account	125.00
Coals and stores in hand	1,492.59
Accounts receivable	750.47
Cash in H. & S. Bank	\$26,993.29
Cash and compradors' orders in hand	1,873.50
	30,866.79
	\$201,606.09

Dr.

PROFIT AND LOSS ACCOUNT.

To salaries and wages \$22,516.20

“ maintenance and repairs 5,261.18

“ charges 3,174.35

“ coals and stores 9,763.45

“ rates, crown rent and fire insurance 1,078.64

“ godown and station rent \$2,100.00

Less sundry rents received 64.67

“ office rent and clerks salaries 1,495.33

“ balance 3,000.00

\$45,205.79

\$91,497.94

Cr.

By amount brought forward from last year \$ 3,890.13

“ transfer fees 4.00

“ traffic receipts for the year to date 86,083.18

“ interest 259.78

“ steel rails 1,260.85

\$91,497.94

JOHN D. HUMPHREYS & SON,
General Managers.

We have compared the above statement with the books and vouchers of the company, and found it to be correct.

W. HUTTON POTTS, } Auditors.

W. H. GASKELL, } Hongkong, 12th December, 1903.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

WHAT OF THE NAVY?

To THE EDITOR OF THE "HONGKONG TELEGRAPH."

SIR,—At the risk of being considered impudent, the Navy League again asks the hospitality of your columns to bring certain matters of moment to the notice of their fellow countrymen. The Executive Committee hope therefore that you will see your way to allow them to place the views of the League before the public through the medium of your paper.

At the present time, (by Parliamentary Return 165, of 1903) built and building, we possess 63 ships of the line to the 62 of France and Russia. (If the six ships of the new Russian programme are included, the comparison is 63 British to 68 of France and Russia). If France and Germany coalesce, we are confronted with a total of 72, and in the case of Russia and Germany with a total of 62. In

the face of these figures how can it be maintained that we are carrying out the settled policy of the Nation as enunciated by the Duke of Devonshire, when he stated that “The

maintenance of sea supremacy has been assumed as the basis of the system of Imperial Defence?” To maintain this supremacy, we take Lord George Hamilton's assertion that “Our establishment should be on such a scale as to be at least equal to the naval strength of any two other countries. For the purpose of meeting unexpected blows we should have a considerable margin of reserve.” The above figures show a very doubtful supremacy and no margin of reserve whatever. This is the state of affairs to-day and unless immediate steps are taken, the situation will be worse in 5 years' time. In the comparisons of battleships, we have omitted any mention of coast defence vessels of which France, Russia and Germany possess 14, 13 and 11 respectively, and these coast defence vessels are capable of doing good service off their own ports. Of coast defence vessels we have but 2.

Next, as to the efficiency and number of our cruisers, it has been laid down by naval authorities that each battleship should be attended by two cruisers for scouting and necessary work in connection with the battleship fleet. We possess of cruisers, armoured, protected and unprotected, 164 all told. Where does the margin of superiority come in to protect the Mercantile Marine consisting of 1.1 million tons of vessels?

To call attention to so dangerous a rift in the National armour, would be useless were there not some remedy to be suggested, and before doing so it may be well to note the increase of expenditure on the fleets of the principal maritime nations from 1889 to 1902. That increase has been as follows:

1889. 1902.

Britain 11,556,000 31,255,020

France 8,108,000 12,372,000

Russia 3,670,000 10,241,000

Germany 2,554,000 10,234,000

U. S. A. 6,450,000 16,012,000

It is true that there is one Italian sailing vessel plying between Callao, Peru, and Hongkong, but she makes only two voyages a year, a single voyage lasting two or even three months. Then, Japanese steamers, carrying emigrants, make occasional trips to Peru, but they only connect this country and Peru. Moreover, the Peruvian Government and leading business-men, are now bent on finding some means of opening active trade relations with Japan. All these considerations have encouraged the Chinese promoters of the present scheme. This company will have a capital of \$25,000, and though the sum may seem inadequate for such an enterprise, it will be sufficient for the company, which is to charter vessels for the time being and does not contemplate owning any. The company's capital has already been subscribed to the amount of about \$20,000, the shareholders being almost all Chinese.—Ex.

that our Naval Intelligence Department is worked for the sum of £15,000 annually with 15 officers only.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	TO SAIL
LASGOW and LIVERPOOL	"PYRRHUS"	On 27th December
LASGOW and LIVERPOOL	"TYDEUS"	On 27th December
LASGOW and LIVERPOOL	"NESTOR"	On 1st January
LASGOW and LIVERPOOL	"KEEMUN"	On 8th January
LASGOW and LIVERPOOL	"KINTUCK"	On 14th January
LASGOW and LIVERPOOL	"PINGSUEY"	On 22nd January
LASGOW and LIVERPOOL	"MOYUNE"	On 28th January
LASGOW and LIVERPOOL	"GLAUCUS"	On 3rd February

HOMEWARDS.

FOR	STEAMERS	TO SAIL
ARSEILLES, L'DON & A'WERP,	"DARDANUS"	On 5th January
ARSEILLES, L'DON & A'WERP,	"YANGTSZE"	On 19th January
LIVERPOOL	"YANGTSZE"	On 19th January
(With Transhipment at SINGAPORE)	"NESTOR"	On and February.
ONDON & ANTWERP	"KEEMUN"	On 15th February
GENOA, MARSELLES & L'POOL	"KINTUCK"	On 16th February
ONDON & ANTWERP	"MOYUNE"	On 1st March.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
ICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS	"TYDEUS"	On 29th December
NAGASAKI, KOBE and YOKOHAMA	"PINGSUEY"	On 24th January.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 23rd December, 1903.

Shipping—Steamers.

CHINA NAVIGATION COMPANY LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PAS-SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 8th July, 1903.

[1508]

EXCURSION TO MACAO.

Shipping—Steamers.

THE COMMODIOUS STEAMER

"TAI-ON."

will run a SPECIAL TRIP to MACAO, on SUNDAY, the 27th instant, leaving her Wharf West at 9 A.M. and return from Macao at 8:15 P.M. sharp.

TICKETS, RETURN FARE, \$1.

A Charitable Bazaar in aid of the Canossian Sisters of Charity will be held at the Public Gardens, San Francisco, (Feria Grande). Meals can be had on Board.

RITCHIE & CO.

Hongkong, 1st December, 1903.

[1530]

CHRISTMAS HOLIDAY EXCURSIONS TO MACAO.

THE Favrite Passenger Steamer

"WING CHAI."

DEPARTURES from Hongkong, on Week Days, at 7:30 A.M.; on Excursion Sundays, at 8:30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7:30 P.M.

FARE.—(Week Days) 1st Class (including cabin and servant), \$2; Return Ticket, \$1.

2nd Class, \$1; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Tiffin and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF.—At the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.

2nd Floor, No. 16, Victoria Street.

Hongkong, 7th September, 1903.

[1514]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 8:30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4. Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hong Kong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

No. 8, Queen's Road West.

Hongkong, 3rd May, 1903.

[1522]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHE HAMBURG-AMERICA LLOYD.

STEAM FOR SHANGHAI, NAGASAKI, HIODO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAYERN,"

of the NORDDEUTSCHE LLOYD, Captain H. Förner, due here with the outward German Mail about WEDNESDAY P.M. will leave for the above places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.

Agents.

Hongkong, 19th December, 1903.

[1530]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE Company's Steamship

"LOONGSAM,"

Captain G. S. Weigall, will be despatched as above TO-MORROW, the 24th instant, at 3 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage apply to

JARDINE, MATTHESON & CO.

General Managers.

Hongkong, 21st December, 1903.

[1531]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

THE Steamship

"CLAVERING,"

Captain Barton, will be despatched for the above Ports, TO-MORROW, the 24th instant, at Noon.

For Freight, apply at the Company's Offices

No. 20, Des Vœux Road.

J. S. VAN BUREN,

Superintendent.

Hongkong, 23rd December, 1903.

[1546]

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903. Abrol.

"LOWTHER CASTLE" 24th Jan.

"SIKH" 22th Jan.

"SAGAMI" 26th Jan.

"AFRIDI" 27th Feb.

For Freight and further Information, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 21st December, 1903.

[1540]

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903. Abrol.

"INDRASAMHA" 5, 19th Dec.

"INDRAVELLI" 4, 29th Dec.

"INDRAPURA" 4, 29th Dec.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TOYO KISEN KAISHA



REGULAR SERVICE

BETWEEN HONGKONG AND

MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation, Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship. Captain. Tons. Sailing Date.

ROSETTA MARU H. S. Smith 3,876 TUESDAY, 29th December, at 11 A.M.

ROHILLA MARU Ernest Bent 3,869 SATURDAY, 2nd January, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

K. NAKASHIMA, Manager,

Hongkong, 23rd December, 1903.

[1578]

WEATHER FORECASTS AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast beside the Time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not imply that bad weather is expected here.

A DRUM indicates a typhoon to the Eastward of the Colony, (i.e., in the East quadrant, N.E. to S.E.)

A BALL indicates a typhoon to the Westward of the Colony, (i.e., in the West quadrant, S.W. to N.W.)

A CONE Point Upwards indicates a typhoon to the Northward of the Colony, (i.e., in the North quadrant, N.W. to N.E.)

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

THE SHARE MARKET.

ARRIVALS.

Michael Jebsen, Ger. s.s., 210, Uldrup, 22nd Dec.,—Haiphong 19th Dec., Rice—J. & Co.
Huan, Br. s.s., 143, Frazier, 22nd Dec.,—Wuh 17th Dec., and Chinkiang 18th, Rice.—B. & S.
Manila, Br. s.s., 271, Lewellen, 23rd Dec.,—Yokohama 14th Dec., Gen.—P. & O. S. N. Co.
Nansang, Br. s.s., 2501, Wheeler, 23rd Dec.,—Calcutta 6th Dec., Penang 11th, and Singapore 15th, Gen.—I. M. & Co.
Hulpong, Br. s.s., 783, Evans, 23rd Dec.,—Swatow 22nd Dec., Gen.—D. L. & Co.
Yane, Manu, Jap. s.s., 199, Yamamoto, 23rd Dec.,—Moj 12th Dec., Coal—D. & Co., I.
Tal Lee, Ger. s.s., 1,206, Michelsen, 23rd Dec.,—Delhi 10th Dec., and Hongay 20th, Coal.—Meyer & Co.
Clun, Br. s.s., 2,311, Evans, 23rd Dec.,—Balik Papar 11th Dec., Liquid Fuel—Order.
Taiwan, Br. s.s., 1,109, Harder, 23rd Dec.,—Canton 22nd Dec., Gen.—B. & S.
Tsintau, Ger. s.s., 1,002, Koch, 23rd Dec.,—Bangkok via Swatow 12th Dec., Rice—B. & S.
Chiuyuen, Ch. s.s., 1,211, Stewart, 23rd Dec.,—Canton 22nd Dec., Gen.—C. M. S. N. Co.

Clearances at the Harbour (line).

Hetao, for Singapore.
Aragonia, for Singapore.
Pink Kong, for Macao.
Hua Verde, for Macao.
Wat Ho, for Shanghai.
M. Struve, for Haiphong.
Rudnoshire, for Shanghai.
Wingchuk, for Macao.
Wingchuk, for Macao.
Tansui, for Shanghai.
Kweiyang, for Cebu.
Sunkiang, for Manila.

Departures.

Dec. 23.
König Albert, for Europe.
Hainan, for Coast Ports.
Hue, for Haiphong.
Anping, for Canton.
Australian, for Shanghai.
Treasor, for Shanghai.
China, for Calcutta.
Kweiyang, for Cebu.
Sunkiang, for Manila.

Passengers arrived.

Per Manila, from Yokohama—Messrs. Koh Leap Cheang and Goh Say Eak.
Per Nansang, from Calcutta &c.—Miss Gaspar, Major Henrique, Capt. Lorrell, Mr. Ho Chak Lun, and 77 Chinese.

Passengers departed.

Per Rorillo Maru, for Manila—Mr. and Mrs. John Eaton, Mr. and Mrs. Lee S. Smith, Mr. and Mrs. L. E. Brown, Miss Margaret E. Brown, Dr. and Mrs. R. H. Crunden and child, Messrs. John J. Fisher, C. E. Pierce, Miss A. P. Duncan, Mrs. H. Durven, Major W. Vinson, Mrs. A. R. Cowden, Messrs. A. F. Marshall, Chin Ah Soon, Chan Lun, Chan Cheng Zee, Li Tso Po, Juan M. De Los Rios and servant, Mr. and Mrs. M. L. Stewart, Messrs. Lloyd Weltner, Coo Seito, Co Tico, Ly Liang, Foo Buo Sy Chan, Ong Tieng Co, Go Leo, Foo Quin, Ko Kian, D. G. Moberly, Major and Mrs. W. W. Robinson, Messrs. Geo. Ahlbaum, S. R. Price, Mrs. Leo Sy and 2 children, Messrs. Jos. Kay, Chang It, Wong Ting, Chan Go; K. Lee Sam, Say, Lee Chioh Kang, Lei Curn, Chan A. Ling, Mock Yao Sang, Mrs. Isyuu Oyama, Messrs. Pun Fan, Ang Queng Ciong and son, Mr. and Mrs. Ang Nan Chen, Messis. Ang Le Kiang and children, Ang Ban Quiong, Ang Pa, Ang Y. Tucin, Siy Lay, Que Chin, Co, Siy Lian, S. Tong Co, Sy Chico, and Miss G. W. Jackson.

Shipping Reports.

Str. Hulpong from Swatow:—Strong monsoons, moderate sea, fine weather.

Str. Namsang from Calcutta:—Heavy monsoon, wind N.E. and N., heavy sea, weather variable.

Str. Human from Wuhu:—Strong N.E. wind and high sea through Formosa Straits, moderating towards port.

Ships Passed The Canal.

Outward—13th November—Satsuma, Yan, Tze, Renary, Queen Mary, Japan, Wurzburg, 17th November—St. Kilda, 20th November—Bernicia, Hakuts Maru, Dragon, Ankai, Min, Radley, Auchencraig, St. George, 25th November—Shimosa, Inradore, Claverburn, Alesia, Benfleet, 26th November—Crusader, Pyrrhus, Tydeus, 1st December—Bretz-Huel, Baden, Gleannin, Palermo, Howick Hall, 4th December—Polynesien, Chardouin, Avis Maru, Nestor, 8th December—Carl Chenan, 12th December—Keemun, Palma, 14th December—Mocetus, 16th December—Kanagawa Maru, Glengyle, Sachsen, Shanghai, 18th December—Seneca, Ernest Simon, Kinlock, Kamakura Maru.
Homeward—15th November—Vindobona, 4th December—Preussen, 16th December—Freiburg, 18th December—Tantalus, Sazonia.
Arrivals at Home—13th November—Bamberg, Indo Maru, Konigsberg, Andalusia, 17th November—Socorro, 17th November—Sedilia, Braeck, Bendleuch, 10th November—Perseus, 28th November—Itachi Maru, 1st December—Agamemnon, Abyssinia, Kentmere, Yarra, 4th December—Idomenus, Borneo, 8th December—Wakasa Maru, Roma, Pakling, Dharwar, 10th December—Brigavia, Sambha, 16th December—Australia, 18th December—Genturri, 21st December—Java.

more Expected.

Vessels	From	Agents	Date
Gaelic	Shanghai	O. & O. Co.	Dec. 24
Perla	Manila	S. T. & Co.	Dec. 24
Tijatjap	Moji	C. J. J. L.	Dec. 24
Bingo Maru	Shanghai	N. Y. K. ...	Dec. 24
Calchas	Moji	B. & S. ...	Dec. 26
Arau	Manila	S. T. & Co.	Dec. 26
Tiyuan	Sydney	B. & S. ...	Dec. 27
Hikong Maru	San Francisco	P. M. Co.	Dec. 31
Polyesian	Singapore	M. M. ...	Dec. 31
Athenian	Vancouver	C. P. R. Co.	Jan. 5
China	San Francisco	P. M. Co.	Jan. 10
Indravelli	Portland	P. & A. Co.	Jan. 19

Vessels in Port:

STRAMINS		
Amigo, Ger. s.s., 822, Hansen, 19th Dec.,—Port Wallet and Pakhoi 14th Dec., Coal and Gen.—J. & Co.		
Aragonia, Ger. s.s., 3,551, Forti, 20th Dec.,—Shanghai 17th Dec., Gen.—H. A. L.		
Borceo, Ger. s.s., 2,168, Muhs, 26th Dec.,—Sandakan and Zamboanga 11th Dec., Timber and Gen.—M. Co.		
Tsintau, Ger. s.s., 1,002, Koch, 23rd Dec.,—Bangkok via Swatow 12th Dec., Rice—B. & S.		
Chiuyuen, Ch. s.s., 1,211, Stewart, 23rd Dec.,—Canton 22nd Dec., Gen.—C. M. S. N. Co.		

Letters and Post Cards are now received for transmission to Europe via Dalny and the Trans-Siberian Railway, and should be marked accordingly. Unpaid or underpaid correspondence cannot be forwarded. The Rates of Postage by this route will be the same as those by the Suez Canal.

Letters intended to go by this route should be posted not later than the Wednesday in each week, so as to catch the fast Russian boat from Shanghai to Dalny which leaves Shanghai every Sunday.

The Post Office will be closed on Christmas day, the 25th, and Boxing day, the 26th inst.

There will be one delivery every day and a collection from the pillar boxes as on Sundays, all outgoing mails will be closed at 9 a.m.

The Money Order Office will be entirely closed.

On Friday, the 1st prox., the Post Office will be open from 8 till 9 a.m., and on the arrival of the English Mail for one hour. On Saturday, the 2nd prox., the Post Office will be open until 10 a.m., for the dispatch of the English Mail to Europe.

Manila—Per Rosetta Maru, 29th Dec., 10 A.M.

THE WEATHER.

The following report is from Mr. F. G. Figg, acting Director of the Hongkong Observatory:

On the 23rd at 11.40a, the barometer has risen over E. Japan, fallen on the China coast.

The anticyclone covers China and the greater part of Japan, the central area continuing to lie over China.

Gradients slight on the coast with fresh monsoon in the Formosa Channel, rather steep over the China Sea with heavy monsoon.

Forecast:—moderate NE. winds; fine.

Dec. 22 at 12 p.m.	Dec. 22 at 12 p.m.	Dec. 22 at 4 p.m.
Buonometer	30.34	30.22
Temperature	57	60
Humidity	42	38
Rainfall	—	—

CHINA COAST METEOROLOGICAL REGISTER.

December 23rd, 1903, a.m.

Bar. Th. Hu. Wind Wr.

Vladivostock 7 am. 30.24 4 90 — o b

Nemuro 6 am. 30.02 — w 2 —

Hakodate 30.05 — nw 4 —

Tokio 30.26 — nw 2 —

Kochi 30.27 — nw 2 —

Nagasaki 30.38 — n 4 —

Kagoshima 30.38 — se 2 —

Oshima 30.32 — ne 4 —

Naha 30.25 — n 2 —

Ishigakijima 30.25 — n 2 —

Taichu 29.18 — e 4 —

Taiman 30.17 — n 4 —

Koshun 30.17 — ne 6 —

Pescadores 30.17 — ne 8 —

Weihsien 30.33 — nw 1 —

Gutalaf 30.43 — 100 3 — cv

Sharp Peak 30.34 53 73 100 3 —

Swatow 30.33 51 79 1 — c

Canton 30.32 61 31 3 — b

Hongkong 30.27 — ene 3 —

Victoria Peak 30.27 — ene 4 —

Gap Rock 30.28 57 — nne 2 — b

Macao 30.28 57 — nne 2 — b

Haiphong 30.28 57 — nne 2 — b

Manilla 29.92 82 63 wsw 4 —

Bacolod 9 a.m. 29.85 79 — nne 2 — b

Iloilo 29.85 79 — nne 2 — b

Cebu 29.85 83 — n 2 — b

C. S. James 10 a.m. — — — —

PEACE.

Akeburst, C. A. Pezare, Lieut. T.

Burdett, Mrs. F. D. Pittwitz, A. V.

Chandler, Lt. F. Rehwaldt, Capt.

Dickinson, Mr. and Rienappel, R.

Mrs. J. Gerard, Capt. J. C. Schattachnesd, Mr.

Gibson, Dr. Schlechtweg, Gustav

Key, Dr. F. Skerf, Mrs. & child

Liddell, Mr. Stapelfeld, M.

Lopez, Amaro Stevens, H.

Lundor, J. H. Waiters, H.

North, H. S. Wierthmann, Paul Wilkinson, F.

THOMAS' Llanos G.

Brobreich, L. Nothing, A. J.

Condy, Mr. C. and 2 Noon, F. G.

children. Ridgway, S. C.

Crego, Mr. Roberts, Capt. W.

Eaton, C. Samly, A. M.

Hough, Dr. Simmons, L. P.

Horn, A. Whiley, Mr. Shaffer, Thos.

Ningpo and Shanghai—Per Tientsin, 24th Dec., 4 P.M.

Swatow and Shanghai—Per Nanchang, 24th Dec., 4 P.M.

Kongmoon, Kunchuk and Samshui—Per Sea Yip, 24th Dec., 3 P.M.

Moj, Kobe, Yokohama, Salina Cruz and San Francisco—Per Claverling, 24th Dec., 3 P.M.

Tungkong, 24th Dec., 3 P.M.

Macao—Per Heungching, 24th Dec., 1.15 P.M.

Manila—Per Longtang, 24th Dec., 2 P.M.

Shanghai—Per Lyemoon, 24th Dec., 2 P.M.

Kongmoon, Kunchuk and Samshui—Per Sea Yip, 24th Dec., 3 P.M.

Moj, Kobe, Yokohama, Salina Cruz and San Francisco—Per Claverling, 24th Dec., 3 P.M.

Ningpo and Shanghai—Per Tientsin, 24th

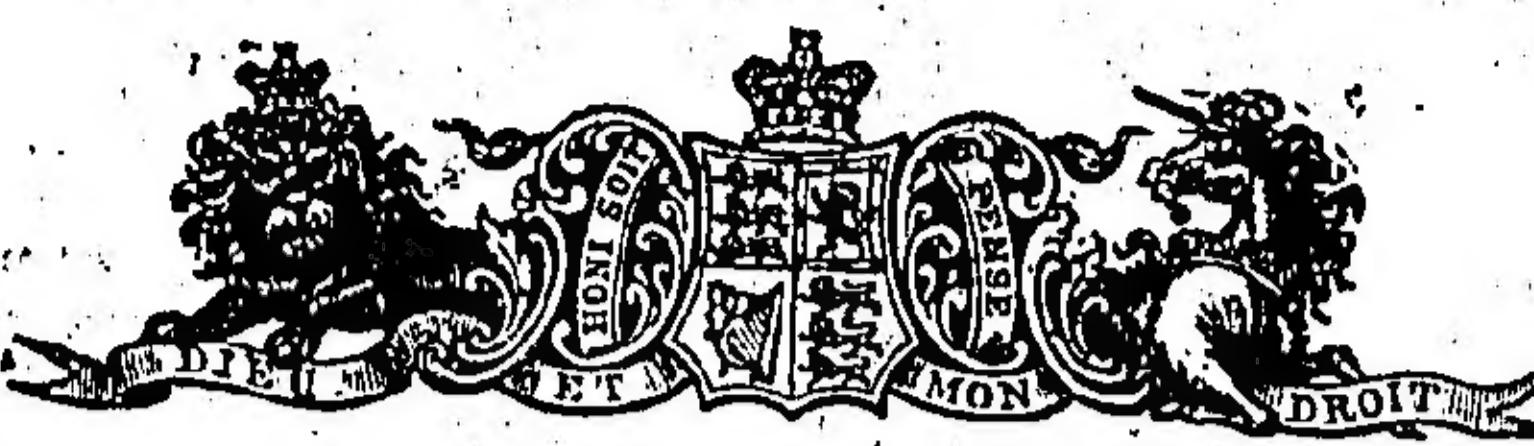
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